

SITE DEVELOPMENT REGULATIONS

FOUNDRY ALLEY

THE CITY OF CHARLESTON
SOUTH CAROLINA

A MIXED-USE PLANNED UNIT DEVELOPMENT

City Project ID # 150506-Hanover St-1

OWNER & DEVELOPER
EAST VILLAGE GARDENS LLC

CONSULTANT
BYERS DESIGN GROUP

JULY 15, 2015

“We’re getting together as neighbors, talking, trying to do things for the neighborhood.”

Philip Simmons

TABLE OF CONTENTS

I.	INTRODUCTION	
	A. Relationship to the City of Charleston Zoning Ordinance	1
	B. Executive Summary	2
	C. Comprehensive Plan Alignment	3
II.	SITE & CONTEXT	
	A. Cultural Resources Assessment	4
	B. Aerial Exhibit	10
	C. Existing Survey	11
III.	LAND USE STRATEGY	
	A. Development Plan	12
	B. The Woonerf	13
	C. Case Studies	14
IV.	SITE DESIGN	
	A. Land Use Plan	19
	B. Open Space Plan	20
	C. Drainage Analysis	21
	D. Traffic Study	22
V.	GENERAL GUIDELINES	
	A. Parking	24
	B. Residential Units	24
	C. Commercial Units	24
	D. Building Heights & Massing	24
	E. Flood Zone	24
	F. Property Owners Association	24
	G. Utilities	25
	H. Signage	25
	I. Landscape	25
	J. Lighting	25
	K. Streets, Sidewalks & the Woonerf System	25
	L. Trees	26
	M. Affordable Housing	26
	N. Public Benefit	26
VI.	APPENDIX	

RELATIONSHIP TO THE CITY OF CHARLESTON ZONING ORDINANCE

The Development Guidelines and Land Use Plan for the Foundry Alley Planned Unit Development (PUD), attached hereto and made part hereof, are part of the PUD conditional use Master Plan application submitted in accordance with the Zoning Ordinance of the City of Charleston, Article 2, Part 7 Sections 54-250, et seq. The Zoning Ordinance of the City of Charleston is incorporated herein by reference, except as amended herein.

No person shall erect or alter any building, structures or sign on any tract of land or use any tract of land within the Foundry Alley PUD except in conformance with these guidelines and regulations. Unless modified herein, definitions of terms used in the Foundry Alley PUD Development Guidelines shall follow definitions listed in the Zoning Ordinance of the City of Charleston, as amended from time to time. Administration and enforcement of the adopted Foundry Alley PUD Master Plan shall follow Article 9 of the Zoning Ordinance of the City of Charleston.

The Foundry Alley PUD Master Plan was approved by the Charleston City Council on _____, Ordinance Number _____.

EXECUTIVE SUMMARY

Foundry Alley is a Mixed-Use Planned Unit Development located off of Hanover & Nassau Streets between Line & Columbus Streets on the City of Charleston's Peninsula. It is located within the Eastside Community. The project is an aggregated redevelopment parcel totaling 0.915 acres. The street addressing for the parcels is 57 Hanover, 78/80, 82, 84, 90 & 92 Nassau Streets. The Charleston County TMS #s are 459-05-04-156, 172, 174-177.

The current zoning of the parcel is DR-2F (Diverse Residential) at a density of 26.4 units per acre. It is located within a Zoning Overlay of maximum 50' height and 3½ stories. Historically, the site was the Miller and Kelley Foundry and Machine Shop in the late 1800s. The foundry burned and the site was redeveloped with residential structures, now deemed historic. Due to the nature of the City's delineated streets and parcel lines, the subject parcels are on lots deeper than typical for the area.

Currently, the site is comprised of residential structures occupied as rental properties, mostly in need of renovation and repair, including the vast rear yards which are a scattered arrangement of parking and debris. There are no wetlands on site. There is one grand tree of significance, a 31" oak which will be preserved, protected and incorporated into a community park with a neighborhood mail kiosk and gathering space. A cultural resources assessment of the site was performed and is included with this document. Additionally, there are no required Zoning buffers.

The development concept of the neighborhood is the incorporation of residential and mixed-use residential office (RO) & residential units offering a restored residential urban presence along Hanover & Nassau Streets. The only allowed building uses will be Residential Office and Single-Family Residential units that will have the ability to be sold as fee-simple and/or offered as long-term rental properties.

Per the City of Charleston Zoning Code:

"The RO District is intended to allow limited office uses within converted residential structures along major roadways. This district shall provide for the daily convenience and personal service needs of the surrounding community and shall be designed to mix compatibly and aid in the preservation and stabilization of the local neighborhood. The RO zoning district is not intended to permit the loss of viable housing stock."

An internal Woonerf, a living street, will serve as the linking element of community Open Space as well as a new Right-of-Way for the City of Charleston. The genesis of the entire development gravitates around human-centered design principles leading towards a safe & sociable environment.

The Developer of the Foundry Alley will work in accord with Star Gospel Mission to improve the historic structures along Nassau Street in an effort to revitalize the streetscape, restore historic character and stabilize this area for the benefit of the Eastside Community.

COMPREHENSIVE PLAN ALIGNMENT

The Foundry Alley Planned Unit Development is aligned with the City of Charleston's vision for future land use utilizing redevelopment and infill opportunities. As stated in the City of Charleston's PUD Zoning Ordinance, the intent is as follows...

"A planned unit development (PUD) is intended to provide flexibility in the design of developments; to encourage comprehensive planning of developments; to permit innovation in neighborhood design that includes incorporation of open space, preservation of natural features and other amenities; to provide opportunity for a mixture of uses within a development and to insure compatibility of developments with surrounding areas"

Per the Century V Plan Update...

"Redevelopment and Infill Opportunities...These underused or abandoned sites are one of Charleston's greatest physical assets because their development or redevelopment can help repair or complete existing neighborhoods. These sites can reduce the need to travel further to shop or work, preserve lands further out, and save taxpayers infrastructure costs."

Through contextually sensitive design, innovative shared open space planning and an urban architectural vernacular, the goal of the Foundry Alley Planned Unit Development is to most appropriately comply with the City of Charleston's Comprehensive Plan Goals as follows...

"Ensure a high quality of life throughout the City by maintaining existing and building new quality neighborhoods, encouraging infill and redevelopment and providing new gathering places throughout the City."

"Ensure all citizens of Charleston have a choice of transportation options moving within neighborhoods, between neighborhoods and across the City and region."

"Accommodate future population growth through land-use policies that encourage vibrant, safe, and diverse neighborhoods in areas that allow efficient use of space and transportation."

"Ensure the Charleston population has access to housing opportunities that provide diversity in building types, availability for all income levels, proximity to transit and accessibility to job centers."

**Cultural Resources Literature Review for
57 and 59 Hanover Street and 78, 82, 84, 90, and 92 Nassau Street
Charleston, South Carolina**

Ralph Bailey, RPA
Brockington and Associates, Inc.
February 6, 2015

Brockington and Associates conducted a cultural resources assessment of the proposed redevelopment project at 57 and 59 Hanover Street and 78, 82, 84, 90, and 92 Nassau Street in Charleston for the Byers Group. The purpose of the assessment was to determine if the proposed project will impact significant archaeological sites, cemeteries, or historic buildings or neighborhoods.

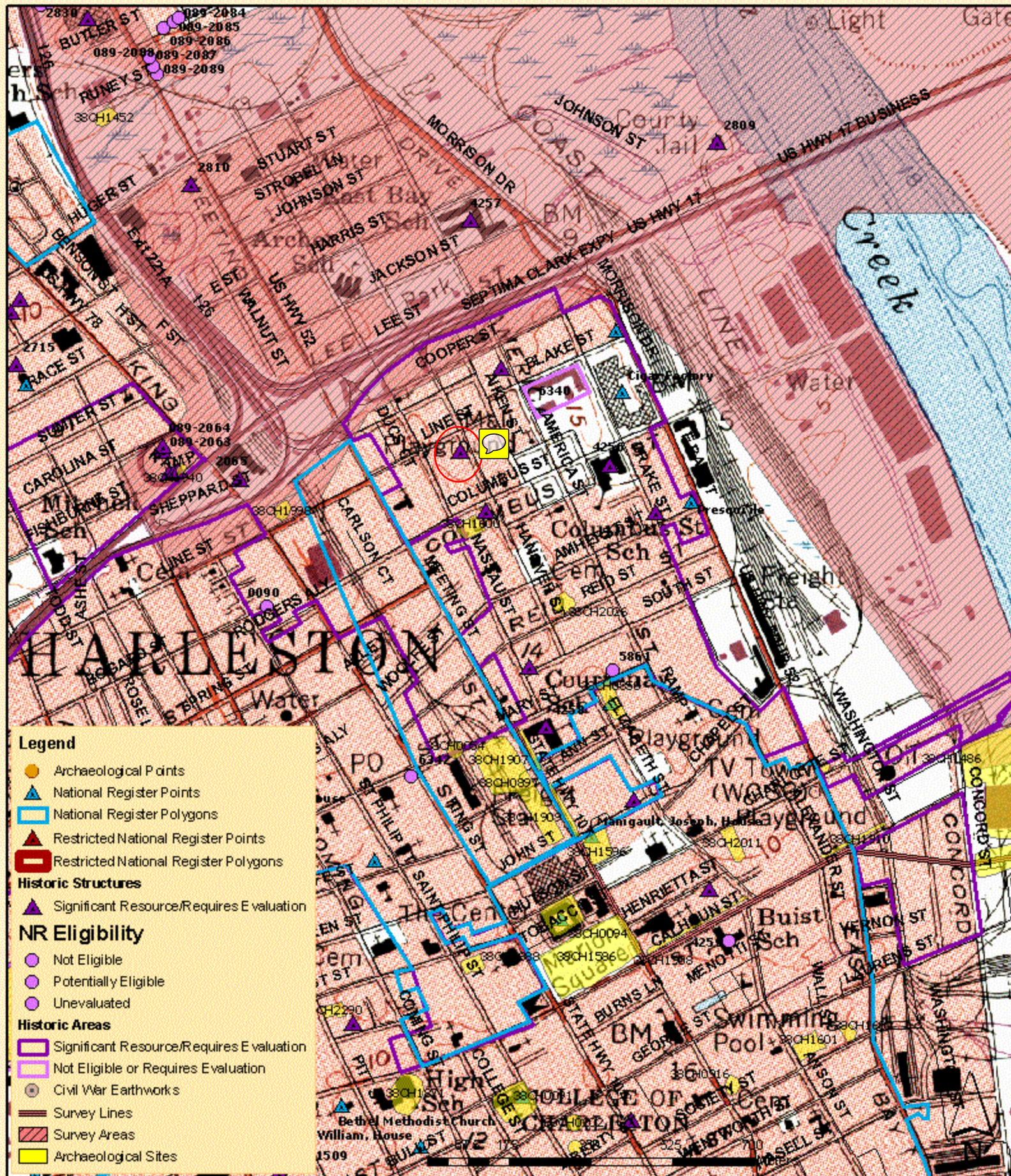
The state's online database of historic resources known as ArchSite was searched on February 5, 2015 (see Figure 1 attached). 63 Hanover Street is a house that has been determined eligible for the National Register of Historic Places (NRHP) as a contributing element of the Eastside Historic Area. This house, marked by a red triangle on the map, is just north of the project area and should not be impacted by the proposed project.

Historically, there have been two events that characterize this property, defensive fortifications that were constructed along Line Street up to the end of the War of 1812, and a foundry that occupied a large portion of the block that includes the project area.

Charleston did not see any direct action during the War of 1812. Most of the war news came from privateer schooners that traveled back and forth from Charleston and the sea. Nevertheless, Charleston was tense and they invested greatly to defend the peninsula by constructing an earthen and brick fortification and moat near what is now Line Street (see Figure 2). The war ended before the fortifications were completed and, as I mentioned previously, Charleston did not see any action during that war, so the fortifications were never part of any engagement.

During the late 1800s, the Miller and Kelley Foundry and Machine Shop occupied a large part of the project area. The foundry can be seen on Bird's Eye View of Charleston map from 1872 (Figure 3) as well as the 1884 and 1888 Sanborn Fire Insurance Company maps (Figures 4 and 5). The foundry supposedly burned, and the area has since been redeveloped with residences.

To summarize, there are no recorded archaeological sites or historic structures on the project tract. The property is within the Eastside Historic Area and a contributing element of that historic area, 63 Hanover Street, is near the tract. The proposed project will not impact the historic area or 63 Hanover Street if the project is designed within the style and scale of the area. The potential for significant, undocumented archaeological sites to be present on the tract is low. Nineteenth and twentieth century development is likely to have obliterated any trace of the War of 1812 fortifications that may have been on the tract and the remnants of the foundry are not likely to provide researchers with significant, new information about the Miller and Kelley Foundry or industry in general in late nineteenth century Charleston. Additional work with respect to historic resources is not recommended for this project.



Disclaimer: This map is a product of the University of South Carolina Department of Computer Services. The data depicted on this map have been developed through a joint project involving the South Carolina Institute of Archaeology and Anthropology, the South Carolina Department of Archives and History, and the South Carolina Department of Transportation. These parties expressly disclaim responsibility for damages or liability that may arise from the use of this map.

59 Hanover Street







EYE VIEW OF THE CITY OF

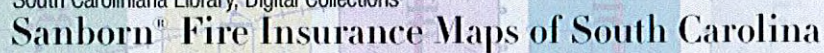
CHARLESTON

SOUTH CAROLINA
1872

—DRAWN AND PUBLISHED BY C.D.R.E.

REFERENCES

47	Centenary church (colored)	57	Zion's Church	67	Chapel	76	Odd Fellows Hall	84	Gas Works
48	Grace Church	58	African M.E.	68	Citadel Square Baptist Church	77	Freundschafts Bund Hall	85	Hebrew Orphan Asylum
49	Catholic Church	59	Bethel Church	69	Bethel Ch. (colored)		Rail Roads		Telegraphs
50	Methodist	60	Flynn's Church		Halls	78	South Carolina R.R.	86	Western Union Telegraph
51	Glebe St Church	61	St Luke's Church	70	South Carolina Hall	79	North Eastern R.R.	87	Southern & Atlantic C.
52	Porter's Church	62	St John's Church	71	Hibernian Hall	80	Savannah R.R.	88	Hotels
53	German Catholic	63	St Paul Church	72	German F.S. Hall		Miscellaneous	89	Charleston Hotel
54	Central Church	64	St Patrick's Church	73	Market Hall	81	Opera House	90	Mills House
55	St Stephens Chapel	65	Morris St. Baptist (colored)	74	Military Hall	82	Chamber of Commerce	91	Pavillion Hotel
56	Catholic Chapel	66	Chapel	75	Masonic Hall	83	Board of Trade		Waverly House



SC Digital Library

Advanced Search

Results
1 of 20

[Home](#) >> [Sanborn Fire Insurance Maps](#) >> **Key**

Reference URL

Share

Save to favorites

Charleston, 1884 May

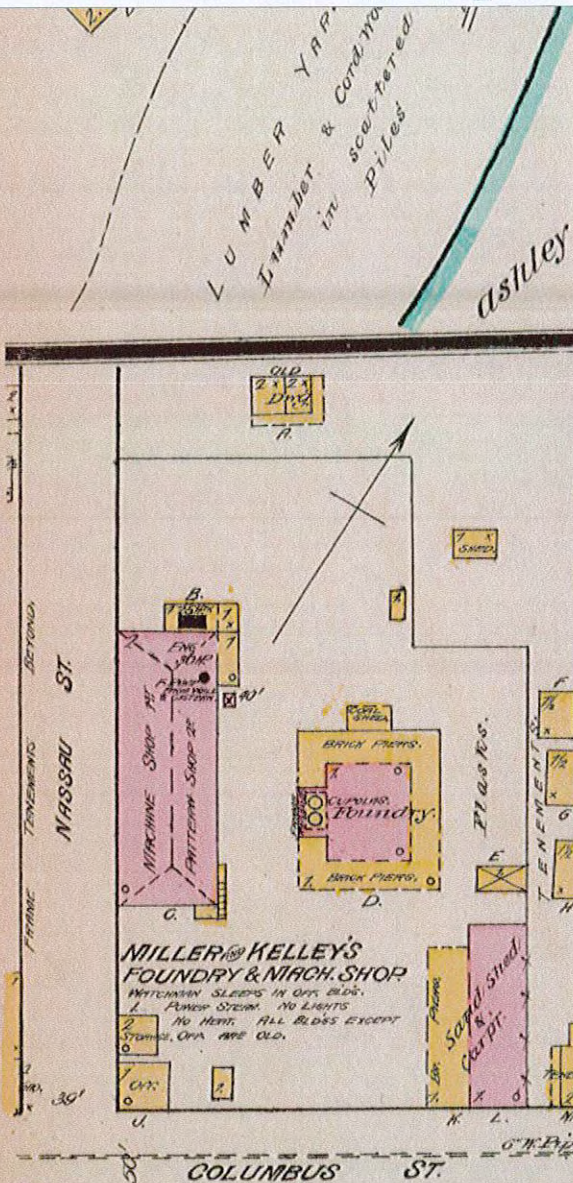
Sheet 6

[View Description](#)

Thumbnails

Content

Charleston, 1884 May





UNIVERSITY OF
SOUTH CAROLINA
University Libraries

South Caroliniana Library, Digital Collections

Sanborn Fire Insurance Maps of South Carolina

[Browse This Collection](#)

[Sanborn Maps Web Site](#)

[All Digital Collections](#)

[South Caroliniana Library](#)

[University Libraries](#)

[SC Digital Library](#)

Search

Search

[Advanced Search](#)

Results

2 of 20

[Home](#) » [Sanborn Fire Insurance Maps](#) » [Index](#)

[Reference URL](#)

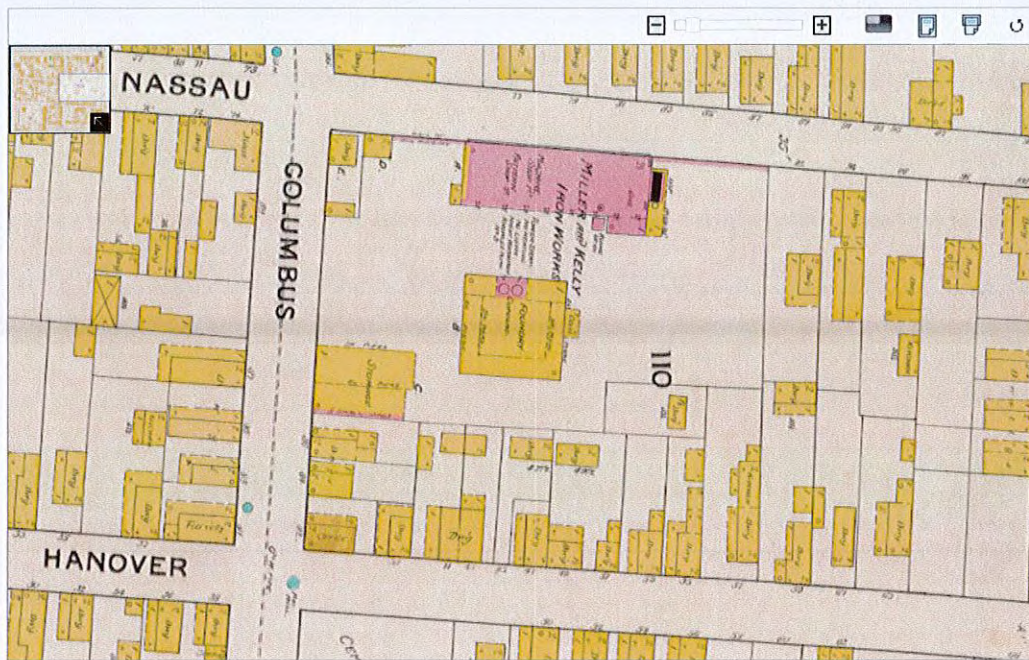
[Share](#)

[Save to favorites](#)

Charleston, 1888 June

Sheet 25

[View Description](#)



Thumbnails

Content

Charleston, 1888 June



Index



Key



Sheet 3



Sheet 4



Sheet 5

Object Description

Title Charleston, 1888 June

Creator Sanborn Fire Insurance Map Company

Date 1888-06

Source New York: Sanborn Map & Publishing Co., Ltd.

Subject Insurance, Fire--South Carolina--Charleston--Maps
Cities and Towns--South Carolina--Charleston--Maps
Charleston (S.C.)--Maps
Charleston County (S.C.)--Maps.

Description 50 maps, including index, key, and key map

Language English

Digital Collection Sanborn Fire Insurance Maps of South Carolina

Web Site <http://www.sc.edu/library/digital/collections/sanborn.html>

Contributing Institution University of South Carolina. South Caroliniana Library

Rights Digital image copyright 2005, The University of South Carolina. All rights reserved. For more information contact The S

Type Still Image

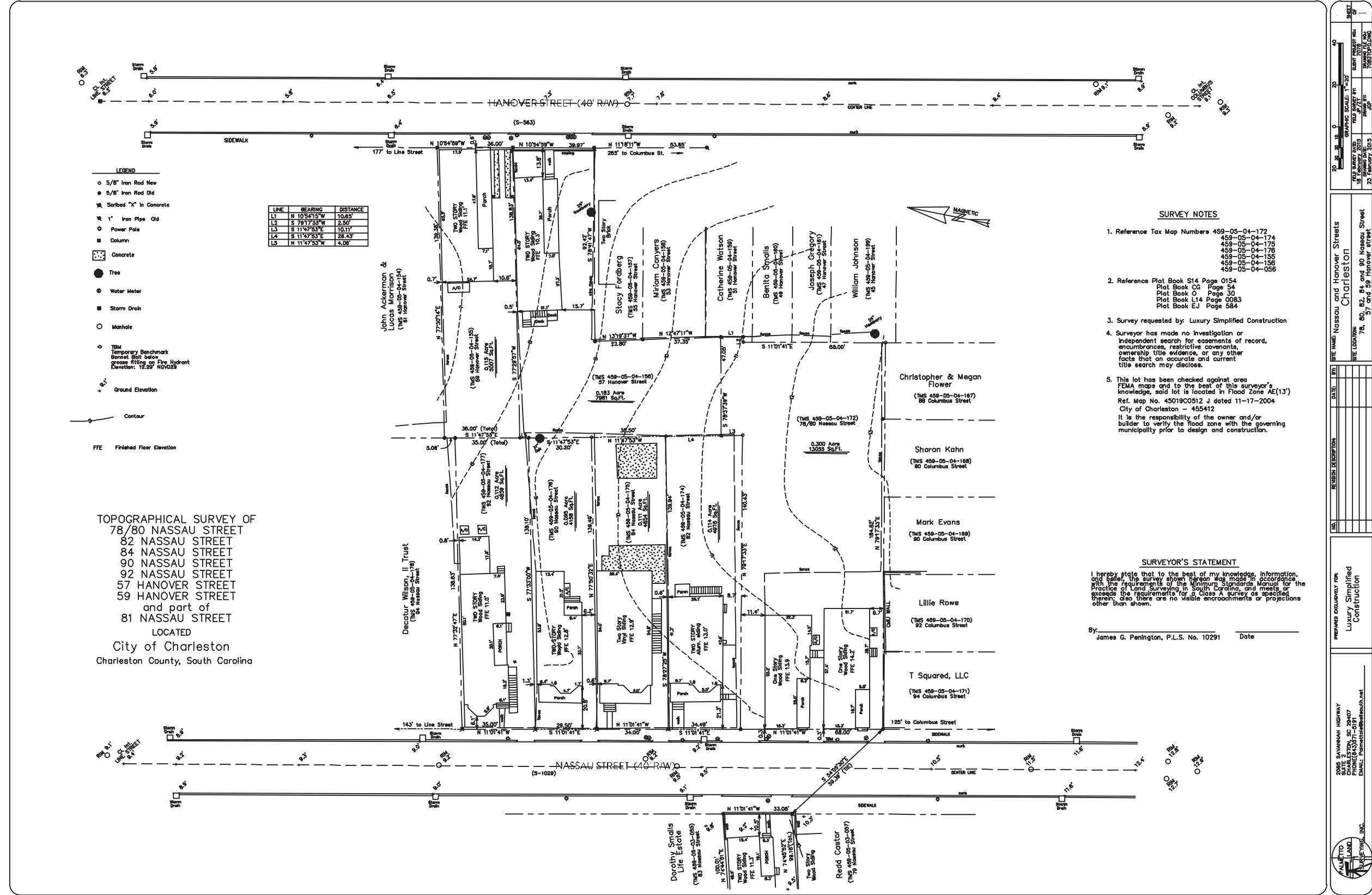
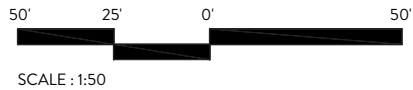
Format image/jp2

Media Type Maps

SC County Charleston County (S.C.)

SC Region Lowcountry





DEVELOPMENT PLAN

Property Address:	57 Hanover, 78/80, 82, 84, 90 & 92 Nassau Streets, Charleston, South Carolina TMS# 459-05-04-156, 172, 174-177
Site Area:	0.915 AC +/-
Existing Zoning:	DR-2F – Diverse Residential; 26.4 DU/AC
Existing Conditions:	Existing historic residential homes and a derelict refuse yard.
Proposed Use:	An urban, mixed-use planned unit development combining residential office spaces, attached & detached fee-simple single family residential units and an interconnected Woonerf living street system.
Proposed Density:	26.4 DU/AC
Site Development:	<u>Maximum Commercial Space:</u> 3,000 GSF <u>Maximum Residential Units:</u> 24 <u>Property Setbacks</u> Front: 0 feet Side: 3 feet Rear: 3 feet Minimum Lot Size: 600 SF <u>Maximum Lot Occupancy:</u> Total Project - 50%
Max. Structure Height:	Structure heights are permitted to a maximum fifty feet (50') measured from the average building base elevation to the top of roof and three and one half (3 ½) stories. Newly constructed homes will range from two and one half (2 ½) to three and one half (3 ½) stories. Heights will be distributed appropriately according to adjacent land uses and contextually appropriate massing.
Open Space:	A minimum 20% (0.18 AC) of the property is required as Open Space. Per the current Sketch Plan, 23.37% (0.21 AC +/-) of the property is scheduled to be preserved as Open Space via a Woonerf system of living streets and yards.
Parking:	One and one half (1 ½) parking spaces per residential unit, one half (½) parking spaces per affordable housing unit, and one (1) parking space per 1,000 GSF of residential office space will be located throughout the development surface lot and garage spaces; compliant with current City Standards (Sec. 54-318).

THE WOONERF SYSTEM

Term: Woonerf (Dutch Pronunciation: ['ʋo:n.ɛrf])

Question: What is a Woonerf?

Answer...The concept of the woonerf was developed in the late 1960s in the city of Delft, Netherlands. Residents of a neighborhood were upset with cut-through traffic speeding through their neighborhood, making it unsafe. The residents took out their brick streets and replaced them with winding serpentine paths. This action initiated the woonerf—or “residential yard” in Dutch—a residential street in which the living environment predominates rather than vehicular infrastructure. Through the physical alteration of the street, the woonerf provides space for cars while fully accommodating the needs of residents. The main goal of a woonerf is to change the way streets are used and to improve the quality of life in residential streets by designing them for people, not just for traffic.

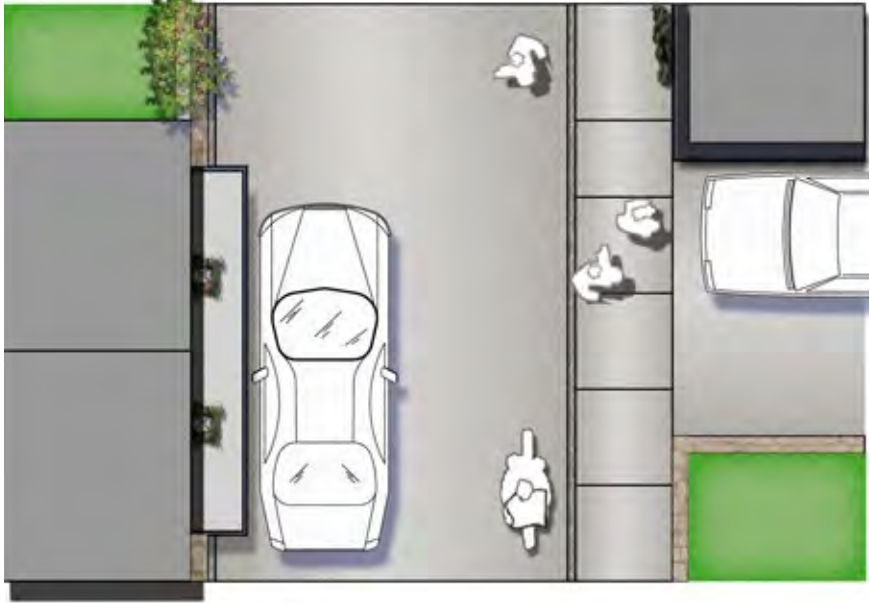
In a woonerf, the street is shared among pedestrians, bicyclists, and motor vehicles; however, pedestrians have priority over cars. The street is designed without a clear division between pedestrian and auto space (i.e., no continuous curb), so motorists are forced to slow down and travel with caution. Limiting vehicular speed not only improves residents’ feelings of safety, but also promotes greater use of the public space. This action allows more room for new features in the street such as street furniture (e.g., planters, street trees, benches) and areas for social interaction, bringing more people out on the streets to walk, bike, play, and interact with each other. In other words, a woonerf transforms the street into a livable and attractive environment for a variety of activities. The woonerf concept in urban planning has proven to be successful in the Netherlands. As a result, it has become increasingly popular in many other countries in Europe as well as around the world. The term itself, “woonerf,” varies from one country to another. For example, a woonerf is also known as a *home zone*. The home zone concept was developed from the woonerf concept in Britain in the late 1990s. According to Appleyard and Cox, there is a subtle difference between the two: a woonerf in the Netherlands emphasizes creating a sense of place, while a home zone in Britain focuses more on easing traffic and reducing accidents. However, both concepts incorporate formal and informal space for children’s play and social activities. Another concept is the *shared street*, which is commonly used in the United States; however, this concept can be applied to residential streets as well as commercial ones. Since all these terms, as well as others, originated from the woonerf concept, they share similar principles and design characteristics, and thus they are often used interchangeably.

The Developer of Foundry Alley will be implementing a Woonerf System within the central Open Space of the neighborhood. This will allow the safe passage and interaction among pedestrians, cyclists and automobiles. This will provide residents a public space in front of their homes as a place to play, socialize and engage in the community.

Source: Collarte, Natalia “The Woonerf Concept ‘Rethinking a Residential Street in Somerville’ “
December 7, 2012



ELLIOTT STREET ELEVATION



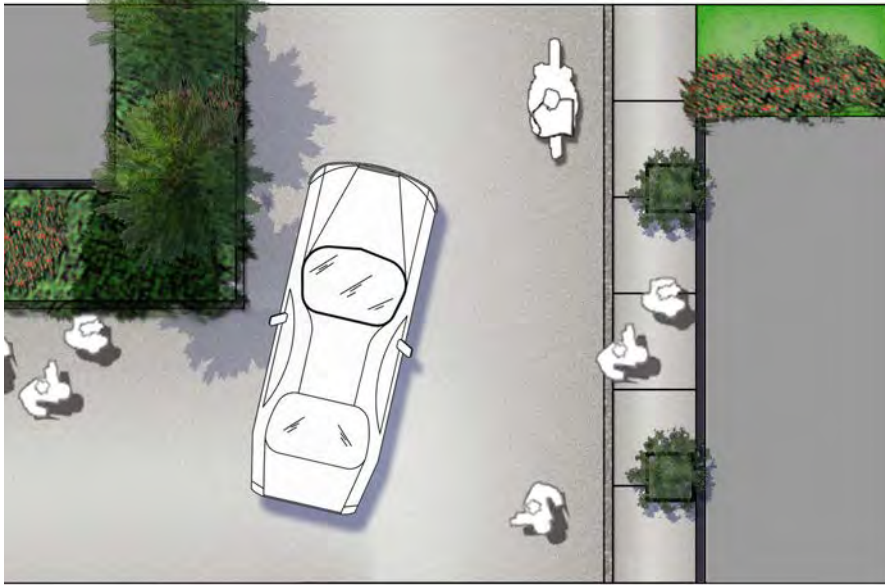
ELLIOTT STREET PLAN VIEW



ELLIOTT STREET IMAGERY



ELLIOTT STREET ELEVATION



ELLIOTT STREET PLAN VIEW



ELLIOTT STREET IMAGERY



CADY'S ALLEY WASHINGTON, D.C.

CASE STUDY





OFF PIOTRKOWSKA ŁÓDŹ, POLAND

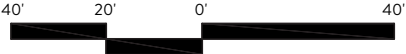
CASE STUDY

LEGEND	
0.745 AC +/-	SINGLE FAMILY RESIDENTIAL
0.17 AC +/-	MIXED-USE

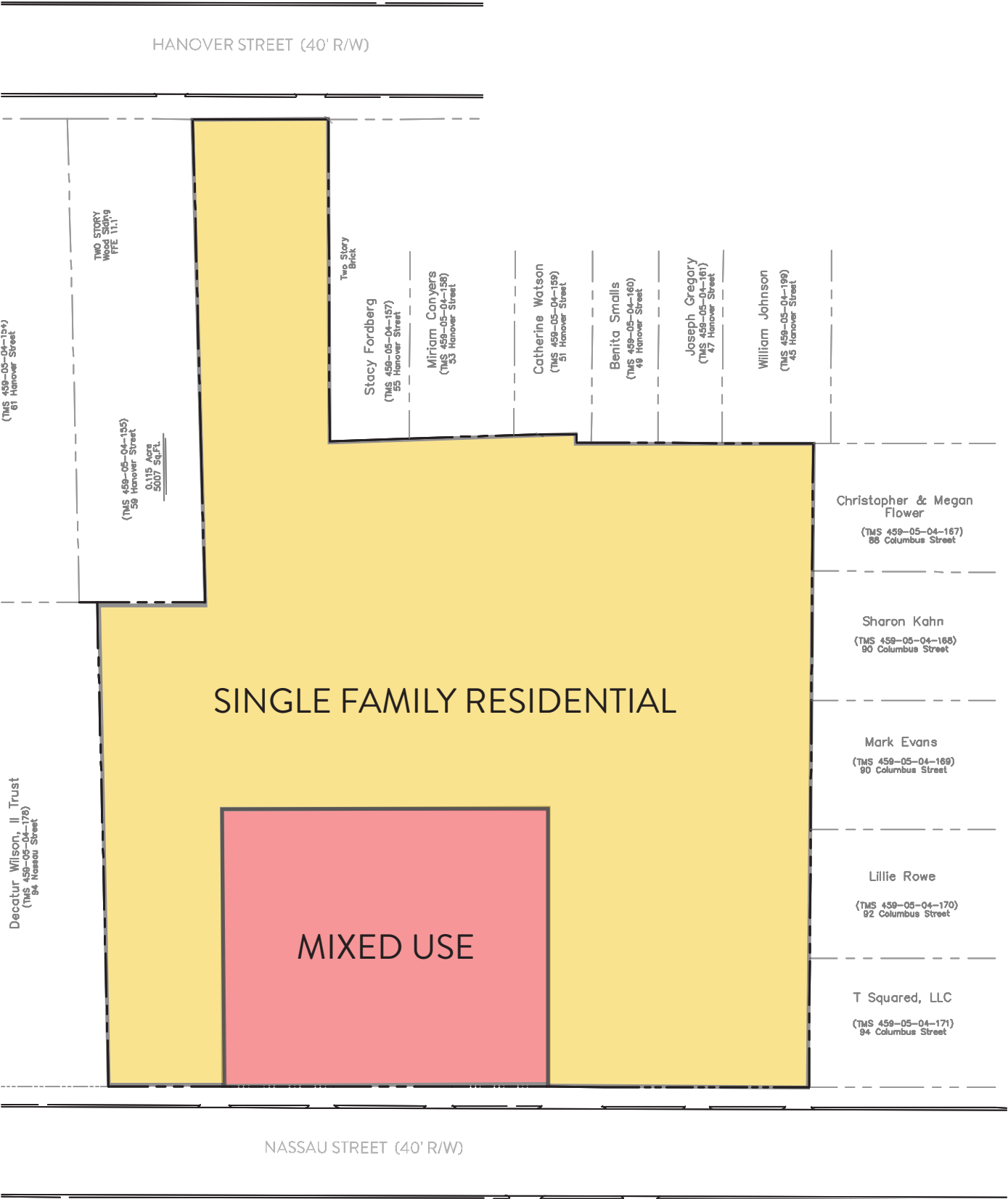
DEVELOPMENT SUMMARY	
TMS#	459-05-04-156, 172, 174-177
PUD	PROPOSED ZONING
0.915 AC +/-	TOTAL SITE AREA
23	RESIDENTIAL UNITS
9	EXISTING
14	PROPOSED
600 SF	MINIMUM LOT SIZE
YARD SETBACKS	
NR	FRONT SETBACK
3'	REAR SETBACK
3'	SIDE SETBACK
3,000 SF	RESIDENTIAL OFFICE
26.4	ALLOWABLE DENSITY
25.13 / AC	PROPOSED DENSITY
50'	MAX. BLDG. HEIGHT
35.5	REQUIRED PARKING
38	PROPOSED PARKING



NORTH

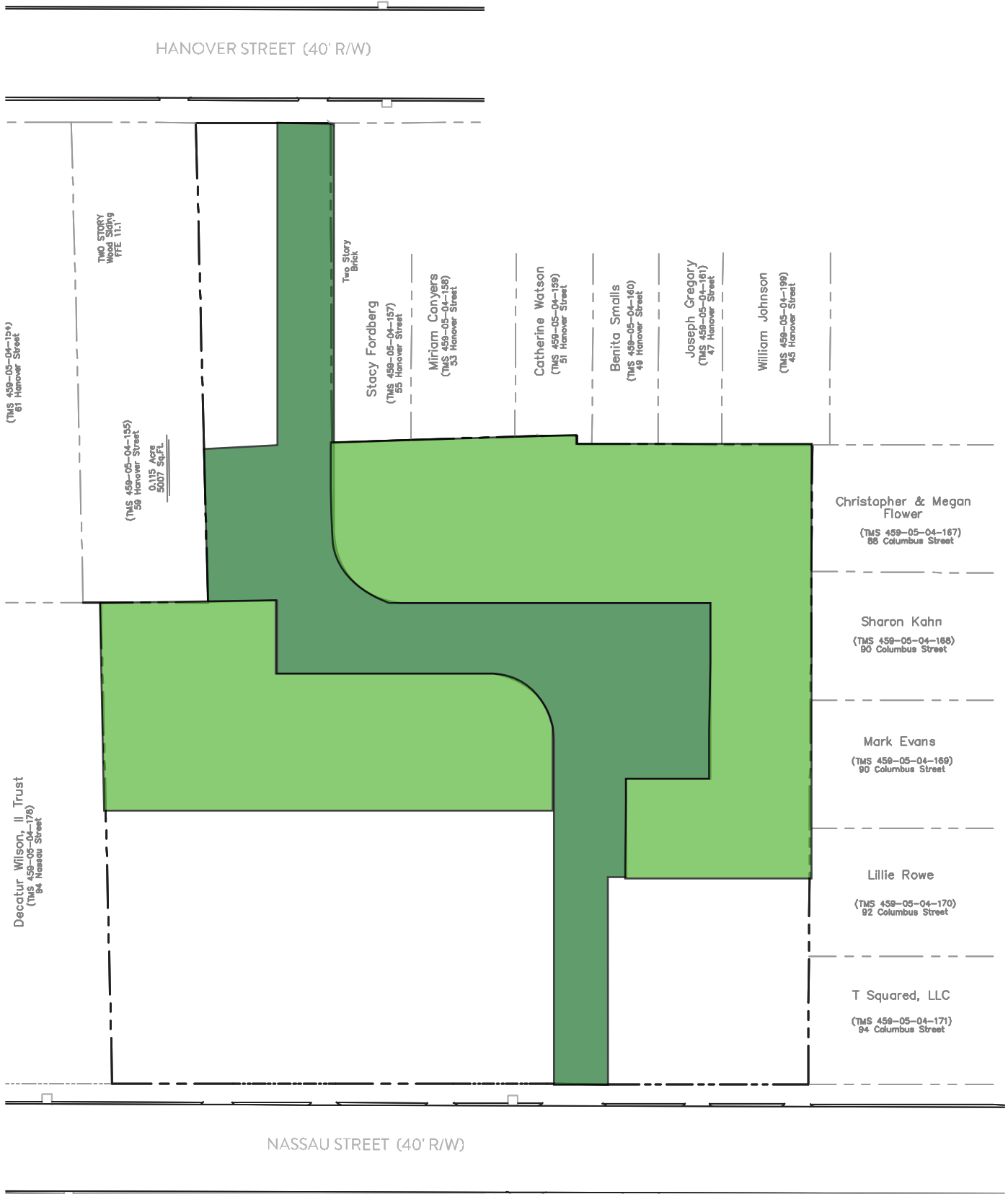


SCALE : 1:40

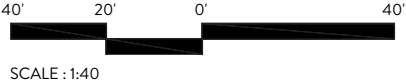


LAND USE PLAN

LEGEND		
	TOTAL OPEN SPACE : 0.388 ACRES +/- OR 42.4%	
	0.19 AC	GENERAL OPEN SPACE (TBD)
	0.198 AC	ACTIVE OPEN SPACE



NORTH



OPEN SPACE PLAN

DRAINAGE ANALYSIS

The parcel totals 0.915 acres. As necessary, the project Civil Engineer (along with the Developer) will provide stormwater management meeting the SC Stormwater Management and Sediment Reduction Act and the SC Coastal Zone Management Program requirements. The City of Charleston Stormwater Program requirements will be met as well.

The property currently drains into both the Hanover and Nassau Streets R.O.W. storm drainage systems via overland sheetflow to the existing roadway drainage network; managed and maintained by the SCDOT. It is the intent of the Developer to provide impervious surfaces that are equal to or less than current drainage conditions; utilizing a similar drainage scenario.



To: Todd Richardson, RLA, Byers Design Group, LLC

From: Jennifer T. Bihl, PE

Date: May 4, 2015

Re: Foundry Alley Project Transportation Review

The following memo provides a review of the transportation related aspects of the Foundry Alley project. The proposed development includes the new construction of 12 residential townhomes and two single family homes along with the renovation of nine existing single family homes and a 3,000 square foot office.

The project site is bounded by Line Street to the north, Columbus Street to the south, Hanover Street to the east and Nassau Street to the west. Nassau Street is a one-way, one-lane southbound roadway with on-street parking. Hanover Street is a one-way, one-lane northbound roadway with on-street parking on the west side of the street for the entire block. Parking is prohibited on the east side of Hanover Street from the proposed entrance to Line Street. A project roadway will travel through the property from Nassau Street to Hanover Street. When the project is constructed, the project driveways on Hanover Street and Nassau Street will need to meet SCDOT driveway standards.

Projected Traffic Generation

Trip generation was developed for the proposed project using trip generation information published in Institute of Transportation Engineers (ITE) *Trip Generation Manual, Ninth Edition*. **Table 1** shows the existing and projected future trip generation for the project.

Table 1: Trip Generation									
Condition	Land Use	ITE Land Use Code	Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Future	3,000 square feet of Office Space	710	33	4	1	5	1	3	4
	11 Single Family Homes	210	138	4	13	17	9	5	14
	12 Residential Condo/Townhomes	230	70	2	7	9	7	4	11
	Subtotal		241	10	21	31	17	12	29
Existing	9 Single Family Homes	210	115	4	12	16	8	4	12
Net New Trips			126	6	9	15	9	8	17

The net new trip generation for the project was determined by generating the total trips for the proposed development and applying a credit for the existing trips. The nine existing single family homes are projected to generate 115 daily trips, 16 of which occur during the AM peak hour (4 entering and 12 exiting)



and 12 of which occur during the PM peak hour (8 entering and 4 exiting). The proposed development is expected to generate a total of 241 daily trips, 31 of which occur during the AM peak hour (10 entering and 21 exiting) and 29 of which occur during the PM peak hour (17 entering and 12 exiting).

Therefore, the proposed development is projected to generate 15 net new trips during the AM peak hour (6 entering and 9 exiting) and 17 net new trips during the PM peak hour (9 entering and 8 exiting).

Parking

Parking is planned to be accommodated on-site.

City of Charleston off-street parking requirements include two parking spaces per single family detached residential unit and one parking space per 500 net square feet of office space (for buildings located on the peninsula below Mount Pleasant Street). It is understood that city planning staff suggested the use of a rate of 1.5 parking spaces per residential unit for this project.

Using this guidance, the parking requirement for the current development plan of 12 townhomes, 11 single family dwelling units and 3,000 gross square feet (net 1,500 square feet) of office space results in 37.5 spaces (18 spaces for the townhomes, 16.5 spaces for the single family, 3 spaces for the commercial). The proposed parking plan accommodates 38 spaces so all project parking will be satisfied within the development.

Fire Access

The lane width of the driveways at Nassau Street and Hanover Street appears to be narrower than 20 feet. It should be noted the fire department typically requires 20 feet of clear distance for driveways. We assume this is being addressed by other team members.

Conclusion

Based on the projected new trip generation, the impacts to the neighborhood are expected to be minimal. There is also expected to be limited impact to the on-street parking in the vicinity of the site as parking will be satisfied within the development.

GENERAL GUIDELINES

A. Parking

Due to Foundry Alley's unique project composition, parking is being proposed as:

One and one half (1 ½) parking spaces per residential unit, one half (½) parking spaces per affordable housing unit, and one (1) parking space per 1,000 GSF of residential office space will be located throughout the development surface lot and garage spaces; compliant with current City Standards (Sec. 54-318).

- Standard parking space: 9' x 18'6" or 9' x 17' with provided vehicle overhang
- Aisle widths will be a minimum 13'6" for 45° parking with one-way flow
- Garage space: 8'6" x 18'6"; 7'6" wide for compact spaces (40% max. total parking)

B. Residential Units

Single-family attached & detached fee-simple residential dwelling units will exist throughout the development; comprising the majority of building space use. Residential units will have frontage along Hanover & Nassau Streets and well as along the interior Foundry Alley Woonerf. Upper residential units within the Mixed-Use building will be accessed via stairwells. Addressing for all units will be clearly visible along Hanover & Nassau Streets and the Foundry Alley Woonerf. Residential units will have the ability to be sold as fee-simple and/or offered as long-term rental properties.

C. Residential Office Units

Residential office units will exist within the Mixed-Use buildings, occupying the first floors of each unit. These are currently slated as 82, 84 & 90 Nassau Street. All uses allowed in the RO – Residential Office land designation will be allowed in the Mixed-Use buildings; having frontage along Nassau Street.

D. Building Heights & Massing

Structure heights are permitted to a maximum fifty feet (50') measured from the average adjacent R.O.W./Front Property Line back-of-curb elevation to the top of roof and three and one half (3 ½) stories. Newly constructed homes will range from two and one half (2 ½) to three and one half (3 ½) stories. Heights will be distributed appropriately according to adjacent land uses and contextually appropriate massing.

E. Flood Zone

The site is located within a Flood Zone (AE-13); FIRM Map # 45019C0512J, panel 512 of 855.

F. Property Owners Association

The Developer will establish a Property Owners Association (POA) for the development. The POA will be managed by the Developer (or their appointed representative) until all units are sold and duties will be transferred to the POA.

The POA will be responsible for funding and maintaining interior street repairs & replacement, the Woonerf, entry signage and landscaping & lighting, and any other Developer/POA installed amenities

on private property and/or Open Spaces outside of the Foundry Alley Right-of-Way. These areas and associated drainage systems will be privately maintained by the Developer until the ongoing maintenance is assumed by the Property Owners Association.

G. Utilities

Charleston Water Service will provide water and sewer via existing adjacent infrastructure. Power and natural gas will be provided by South Carolina Electric & Gas. Garbage collection will be provided by City of Charleston Garbage & Recycling services.

H. Signage

Entry signage identifying the project will be placed in a future location, to be determined. Signage will comply with Section 54-410 of the City Zoning Code.

I. Landscape

Decorative and supplemental landscaping may be provided throughout the development and adjacent to the Hanover & Nassau Streets and the Foundry Alley Rights-of-Way. Supporting irrigation may be provided as well.

J. Lighting

The Developer will prepare a lighting plan for street lights (in conjunction with SCE&G) and may also provide decorative building, landscape, site & tree lighting throughout the development and adjacent to the Hanover & Nassau Streets and the Foundry Alley Rights-of-Way. Buildings and entry signage may be illuminated for the purposes of safety and wayfinding.

K. Streets, Sidewalks & the Woonerf System

The Developer will construct the one-way Foundry Alley Private Right-of-Way from Nassau Street at a variable fifteen to twenty feet (15-20') wide. The minimum pavement width will be 15': 14' of street pavers bound by 6" curbing on each side. The intention is for the Foundry Alley R.O.W. to operate and function as would a Public R.O.W. via the presence and use of pedestrians, bicyclists, motorists, and all of the City of Charleston's emergency service and public service providers (such as Police, Fire, EMS, Garbage, Street Sweeping, and Parking Services).

This street will be built to Private standards, meeting the weight bearing capacity and clearance requirements of City Engineering & Fire Standards. The entirety of the R.O.W. will be paved. The intended material is a road worthy paver system utilizing pervious joints for good sustainable practice. Road sections and materials will be certified by Civil and Materials Engineers, as necessary. This information will be provided during the TRC and permitting processes. A fire truck staging area (20' wide) will be provided at the center of the internal vehicular/pedestrian circulation court (a.k.a. the "Woonerf").

No on-street parking will be allowed along Foundry Alley R.O.W., per posted signage and City monitoring. "No parking", "Stop" and other street signage will be provided in the R.O.W. (which may be expanded to include).

The Developer will be implementing a permeable Woonerf System within the central Open Space of the neighborhood. This will allow the safe passage and interaction among pedestrians, cyclists and automobiles. This will provide residents a public space in front of their homes as a place to play, socialize and engage in the community. The Woonerf System within the Foundry Alley Right-of-Way will be constructed by the Developer (East Village Gardens LLC and/or assigns) and maintained privately until the ongoing maintenance is assumed by the Property Owners Association.

The Woonerf System outside the Foundry Alley Right-of-Way will be constructed by the Developer and maintained privately until the ongoing maintenance is assumed by the Property Owners Association.

Coordination for the Foundry Alley intersection with Hanover & Nassau Streets will be coordinated with the (SCDOT). Sight distance visibility at all exits and/or intersections will be maintained in accordance with SCDOT's Access and Roadside Management Standards Manual.

All public Rights-of-Way and all public Amenities will be ADA & Fair Housing compliant.

L. Trees

Tree protection, removal, replacement & mitigation for the development will be governed by the City's Tree Protection Requirements. Currently, two grand trees exist: a 24" Hackberry and a 31" Oak. The 24" Hackberry has had major leader loss and significant structural damage in the crown and trunk. Being in fair to poor health, it is scheduled to be removed. The 31" Oak is in very good health. It is scheduled to be protected and incorporated into the Park.

M. Affordable Housing

The project will have twenty percent (20%) of the rental units dedicated to affordable housing, according to the guidelines of the City of Charleston for income levels ranging from 80-120% AMI. The units will be interspersed amongst the renovated historic buildings that front Nassau & Hanover Streets. They will be renovated and occupied the same time as market rate units.

N. Public Benefit

7 historic buildings will be brought from various stages of blight, disrepair and dilapidation to fully renovated, beautiful homes and offices. This will greatly contribute to the transformation of the Nassau and Hanover streetscapes. The efforts of the Developer of Foundry Alley and Star Gospel Mission will radically transform Nassau Street...yielding a beautiful, safe & sociable environment.

The Citizenry and the City of Charleston will receive a charming alley street: Foundry Alley (via R.O.W. dedication). Foundry Alley will provide an interconnecting Woonerf living street system that will serve as a link between the one-way streets of Hanover & Nassau.

Foundry Alley will set the example as a signature infill redevelopment; transforming neglected and underutilized resources into a beautiful neighborhood, creating new living opportunities for Charleston's working class citizens.

“I was here a long time...I can see the increase and decrease. I know the value of the Eastside. I know what can be done on the Eastside.”

Philip Simmons



Charleston County, South Carolina

Copyright 2004

Charleston County GIS

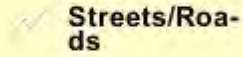
4045 Bridge View Drive

North Charleston, SC 29405-7464

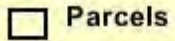
Legend



Selected Features



Streets/Roads



Parcels



PARCEL NUMBER : 4590504156

PARCEL ID: 4590504156
STREET NUMBER: 57
STREET NAME: HANOVER ST
PROP UNIT:
PROP CITY:
PROP ZIP: 29403
SITE NAME:
GENERAL USE: DUP
MOBILE HOMES: 0
SUBDIVISION:
LEGAL DESCRIPTION: 57 W HANOVER
LGL HI ACRES: 0
LGL MAR ACRES: 0
LGL WATER ACRES: 0
LGL SWAMP ACRES: 0
LGL TOTAL ACRES: 0
TAX DISTRICT: 71
JURISDICTION: CTA
PLAT BOOK: NONE
OWNER ON 1ST: DETZLER LEON TRUST
OWNER2 ON 1ST: DETZLER LEON TRUSTEE
CURRENT OWNER1:

CURRENT OWNER2:

SALE DATE: 7/8/2010

DEED BOOK:

WILL CODE:

WILL DATE:

C O NAME:

MAIL STREET NUMBER: 21

MAIL STREET NAME: ETON RD

MAIL UNIT:

MAIL CITY: CHARLESTON

MAIL STATE: SC

MAIL ZIP: 29407-3308

MAIL COUNTRY:

MAIL POSTAL CODE:

SALE PRICE: 5

MULT LOT: 0

SPLIT CODE:

MLOD GROUP:

FINAL VALUE: 268000

BUILD COUNT: 1

AG USE VAL: 0

AG MARKET TOT: 0

LR APPROVE: N

YEAR BUILT: 1840

BEDROOMS: 4

FULL BATHS: 2

THREE QTR BATHS: 0

HALF BATHS: 2

TOTAL FINISH AREA: 2296

LIVING AREA: 0

CONDO-BEDROOM: 0

CONDO FULL BATH: 0

CONDO H-BATH: 0

CAP LR VAL: 0

CAP ASSESSED VALUE: 0

CAP OTHER VALUE: 268000



Charleston County, South Carolina


Copyright 2004


Charleston County GIS


4045 Bridge View Drive

North Charleston, SC 29405-7464

Legend

 **Selected Features**

 **Streets/Roads**

 **Parcels**



PARCEL NUMBER : 4590504172

PARCEL ID: 4590504172
STREET NUMBER: 78
STREET NAME: NASSAU ST
PROP UNIT:
PROP CITY:
PROP ZIP: 29403
SITE NAME:
GENERAL USE: SFR
MOBILE HOMES: 0
SUBDIVISION: 78 NASSAU ST AND 80 NASSAU ST
LEGAL DESCRIPTION: LOT F-1
LGL HI ACRES: 0
LGL MAR ACRES: 0
LGL WATER ACRES: 0
LGL SWAMP ACRES: 0
LGL TOTAL ACRES: 0
TAX DISTRICT: 71
JURISDICTION: CTA
PLAT BOOK: CG-54
OWNER ON 1ST: DETZLER LEON C
OWNER2 ON 1ST: AZPURUA ISABEL C
CURRENT OWNER1:

CURRENT OWNER2:

SALE DATE:	1/20/2006
DEED BOOK:	L570-213
WILL CODE:	
WILL DATE:	
C O NAME:	
MAIL STREET NUMBER:	21
MAIL STREET NAME:	ETON RD
MAIL UNIT:	
MAIL CITY:	CHARLESTON
MAIL STATE:	SC
MAIL ZIP:	29407
MAIL COUNTRY:	
MAIL POSTAL CODE:	
SALE PRICE:	330000
MULT LOT:	0
SPLIT CODE:	
MLOD GROUP:	
FINAL VALUE:	233000
BUILD COUNT:	2
AG USE VAL:	0
AG MARKET TOT:	0
LR APPROVE:	N
YEAR BUILT:	1885
BEDROOMS:	2
FULL BATHS:	1
THREE QTR BATHS:	0
HALF BATHS:	0
TOTAL FINISH AREA:	1068
LIVING AREA:	0
CONDO-BEDROOM:	0
CONDO FULL BATH:	0
CONDO H-BATH:	0
CAP LR VAL:	0
CAP ASSESSED VALUE:	0
CAP OTHER VALUE:	233000





Charleston County, South Carolina

Copyright 2004
Charleston County GIS
4045 Bridge View Drive
North Charleston, SC 29405-7464

Legend

 **Selected Features**

 **Streets/Roads**

 **Parcels**



PARCEL NUMBER : 4590504174

PARCEL ID: 4590504174
STREET NUMBER: 82
STREET NAME: NASSAU ST
PROP UNIT:
PROP CITY:
PROP ZIP: 29403
SITE NAME:
GENERAL USE: DUP
MOBILE HOMES: 0
SUBDIVISION: 86 E NASSAU
LEGAL DESCRIPTION: LT H
LGL HI ACRES: 0
LGL MAR ACRES: 0
LGL WATER ACRES: 0
LGL SWAMP ACRES: 0
LGL TOTAL ACRES: 0
TAX DISTRICT: 71
JURISDICTION: CTA
PLAT BOOK: NONE
OWNER ON 1ST: RILEY WILLIE
OWNER2 ON 1ST:
CURRENT OWNER1:

CURRENT OWNER2:

SALE DATE:

DEED BOOK: B116-072

WILL CODE:

WILL DATE:

C O NAME:

MAIL STREET NUMBER: 2627

MAIL STREET NAME: MADDEN DR

MAIL UNIT:

MAIL CITY: NORTH CHARLESTON

MAIL STATE: SC

MAIL ZIP: 29405-5530

MAIL COUNTRY:

MAIL POSTAL CODE:

SALE PRICE: 0

MULT LOT: 0

SPLIT CODE:

MLOD GROUP:

FINAL VALUE: 210500

BUILD COUNT: 1

AG USE VAL: 0

AG MARKET TOT: 0

LR APPROVE: N

YEAR BUILT: 1870

BEDROOMS: 4

FULL BATHS: 2

THREE QTR BATHS: 0

HALF BATHS: 0

TOTAL FINISH AREA: 2418

LIVING AREA: 0

CONDO-BEDROOM: 0

CONDO FULL BATH: 0

CONDO H-BATH: 0

CAP LR VAL: 0

CAP ASSESSED VALUE: 0

CAP OTHER VALUE: 210500



Charleston County, South Carolina

Copyright 2004


Charleston County GIS


4045 Bridge View Drive

North Charleston, SC 29405-7464

Legend

 **Selected Features**

 **Streets/Roads**

 **Parcels**



PARCEL NUMBER : 4590504175

PARCEL ID: 4590504175
STREET NUMBER: 84
STREET NAME: NASSAU ST
PROP UNIT:
PROP CITY: CHARLESTON
PROP ZIP: 29403
SITE NAME: 84
GENERAL USE: DUP
MOBILE HOMES: 0
SUBDIVISION: E NASSAU 88
LEGAL DESCRIPTION: LT 1
LGL HI ACRES: 0
LGL MAR ACRES: 0
LGL WATER ACRES: 0
LGL SWAMP ACRES: 0
LGL TOTAL ACRES: 0
TAX DISTRICT: 71
JURISDICTION: CTA
PLAT BOOK: O-30
OWNER ON 1ST: RILEY WILLIE J
OWNER2 ON 1ST:
CURRENT OWNER1:

CURRENT OWNER2:

SALE DATE:

DEED BOOK: F095-153

WILL CODE:

WILL DATE:

C O NAME:

MAIL STREET NUMBER: 2627

MAIL STREET NAME: MADDEN DR

MAIL UNIT:

MAIL CITY: CHARLESTON

MAIL STATE: SC

MAIL ZIP: 29405-5530

MAIL COUNTRY:

MAIL POSTAL CODE:

SALE PRICE: 0

MULT LOT: 0

SPLIT CODE:

MLOD GROUP:

FINAL VALUE: 213500

BUILD COUNT: 1

AG USE VAL: 0

AG MARKET TOT: 0

LR APPROVE: N

YEAR BUILT: 1890

BEDROOMS: 4

FULL BATHS: 2

THREE QTR BATHS: 0

HALF BATHS: 0

TOTAL FINISH AREA: 2336

LIVING AREA: 0

CONDO-BEDROOM: 0

CONDO FULL BATH: 0

CONDO H-BATH: 0

CAP LR VAL: 0

CAP ASSESSED VALUE: 0

CAP OTHER VALUE: 213500





Charleston County, South Carolina

Copyright 2004
Charleston County GIS
4045 Bridge View Drive
North Charleston, SC 29405-7464

Legend

 **Selected Features**

 **Streets/Roads**

 **Parcels**



PARCEL NUMBER : 4590504176

PARCEL ID: 4590504176
STREET NUMBER: 90
STREET NAME: NASSAU ST
PROP UNIT:
PROP CITY:
PROP ZIP: 29403
SITE NAME:
GENERAL USE: SFR
MOBILE HOMES: 0
SUBDIVISION: 90 E NASSAU
LEGAL DESCRIPTION: LT J
LGL HI ACRES: 0
LGL MAR ACRES: 0
LGL WATER ACRES: 0
LGL SWAMP ACRES: 0
LGL TOTAL ACRES: 0
TAX DISTRICT: 71
JURISDICTION: CTA
PLAT BOOK: O-30
OWNER ON 1ST: DETZLER LEON
OWNER2 ON 1ST:
CURRENT OWNER1:

CURRENT OWNER2:

SALE DATE:	11/4/1998
DEED BOOK:	E314-292
WILL CODE:	
WILL DATE:	
C O NAME:	
MAIL STREET NUMBER:	90
MAIL STREET NAME:	NASSAU ST
MAIL UNIT:	
MAIL CITY:	CHARLESTON
MAIL STATE:	SC
MAIL ZIP:	29403-4821
MAIL COUNTRY:	
MAIL POSTAL CODE:	
SALE PRICE:	15000
MULT LOT:	0
SPLIT CODE:	
MLOD GROUP:	
FINAL VALUE:	185200
BUILD COUNT:	1
AG USE VAL:	0
AG MARKET TOT:	0
LR APPROVE:	N
YEAR BUILT:	1890
BEDROOMS:	3
FULL BATHS:	1
THREE QTR BATHS:	1
HALF BATHS:	0
TOTAL FINISH AREA:	1793
LIVING AREA:	0
CONDO-BEDROOM:	0
CONDO FULL BATH:	0
CONDO H-BATH:	0
CAP LR VAL:	0
CAP ASSESSED VALUE:	0
CAP OTHER VALUE:	185200



Charleston County, South Carolina

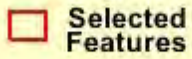
Copyright 2004

Charleston County GIS

4045 Bridge View Drive

North Charleston, SC 29405-7464

Legend



Selected Features



Streets/Roads



Parcels



PARCEL NUMBER : 4590504177

PARCEL ID: 4590504177

STREET NUMBER: 92

STREET NAME: NASSAU ST

PROP UNIT:

PROP CITY:

PROP ZIP: 29403

SITE NAME:

GENERAL USE: DUP

MOBILE HOMES: 0

SUBDIVISION:

LEGAL DESCRIPTION: 92 E NASSAU

LGL HI ACRES: 0

LGL MAR ACRES: 0

LGL WATER ACRES: 0

LGL SWAMP ACRES: 0

LGL TOTAL ACRES: 0

TAX DISTRICT: 71

JURISDICTION: CTA

PLAT BOOK: NONE

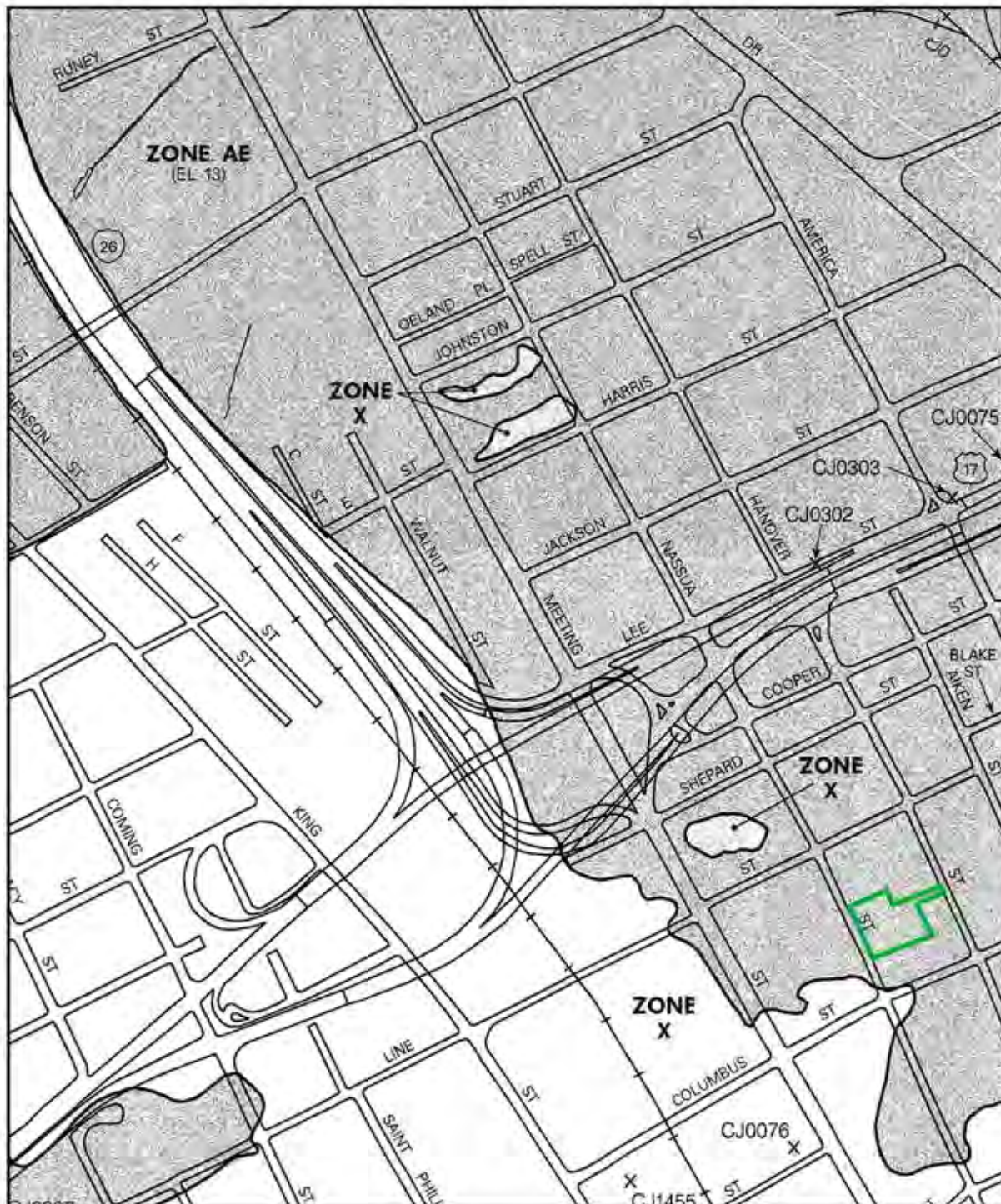
OWNER ON 1ST: WILSON DECATUR W II

OWNER2 ON 1ST:

CURRENT OWNER1:

CURRENT OWNER2:

SALE DATE:	5/10/2006
DEED BOOK:	U582-449
WILL CODE:	
WILL DATE:	
C O NAME:	
MAIL STREET NUMBER:	1538
MAIL STREET NAME:	MEETING STREET RD
MAIL UNIT:	
MAIL CITY:	CHARLESTON
MAIL STATE:	SC
MAIL ZIP:	29405-9334
MAIL COUNTRY:	
MAIL POSTAL CODE:	
SALE PRICE:	70000
MULT LOT:	0
SPLIT CODE:	
MLOD GROUP:	
FINAL VALUE:	128800
BUILD COUNT:	2
AG USE VAL:	0
AG MARKET TOT:	0
LR APPROVE:	N
YEAR BUILT:	1890
BEDROOMS:	4
FULL BATHS:	2
THREE QTR BATHS:	0
HALF BATHS:	0
TOTAL FINISH AREA:	2091
LIVING AREA:	0
CONDO-BEDROOM:	0
CONDO FULL BATH:	0
CONDO H-BATH:	0
CAP LR VAL:	0
CAP ASSESSED VALUE:	0
CAP OTHER VALUE:	128800



JOINS PANEL 0516



APPROXIMATE SCALE
MAP SCALE 1" = 500'
 250 0 500 1000
 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
 CHARLESTON COUNTY,
 SOUTH CAROLINA
 AND INCORPORATED AREAS

PANEL 512 OF 856

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
CHARLESTON CITY	4840	502	1

Warning: Users of the MAP NUMBER shown below should be aware that when using this map, the COMMUNITY NUMBER shown should be used on insurance applications for the correct community.

MAP NUMBER
45019C0512J

EFFECTIVE DATE:
NOVEMBER 17, 2004



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

June 4, 2015

Byers Design Group
Todd Richardson
Principal
721 King Street
Charleston, SC 29403

Operations Division

RE: Foundry Alley Development in Charleston, South Carolina

Dear Mr. Richardson,

Please accept this letter as "Proof of Coordination" for the Foundry Alley development located at 57 Hanover, 78/80, 82, 84, 90, & 92 Nassau streets in Charleston, South Carolina.

To determine an estimation of additional students any development will create, the following formula is used: on an average of .4 students per single-family unit which is then divided by the number of kindergarten through twelve grade levels (which is a total of 13 levels) to get a grade level average. That average is multiplied by the number of grade levels per school level and rounded to the nearest whole number.

The addresses you supplied will involve three (3) different school zones. The expected impacts to enrollments are as follows:

- Elementary School, 5 students
- Middle School, 2 students
- High School, 3 students

We are supplying you the names of the schools that fall within the attendance area where your development will take place. The information is as follows:

Elementary School: Sanders-Clyde Elementary
Middle School: Burke Middle/High School
High School: Burke Middle/High School

Please contact me if there are additional questions or needs.

Sincerely,



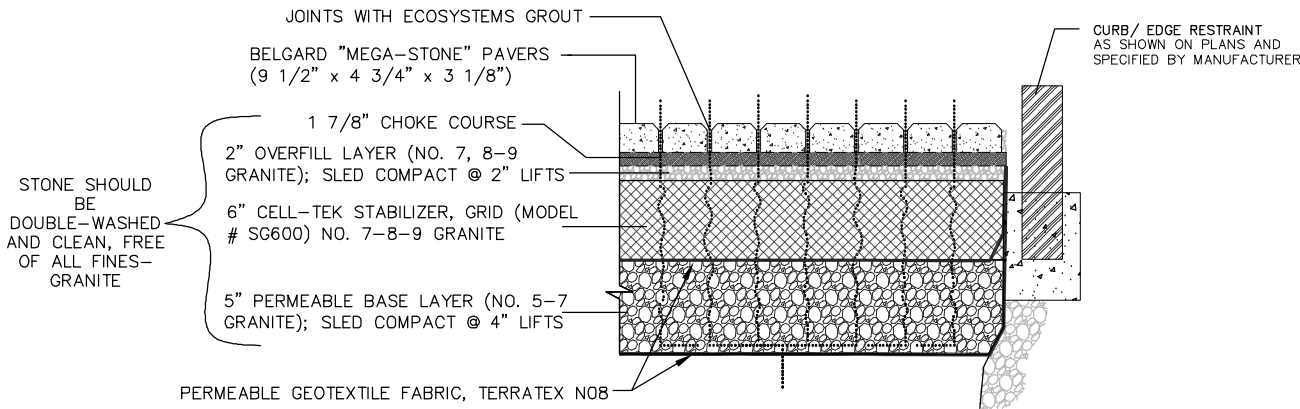
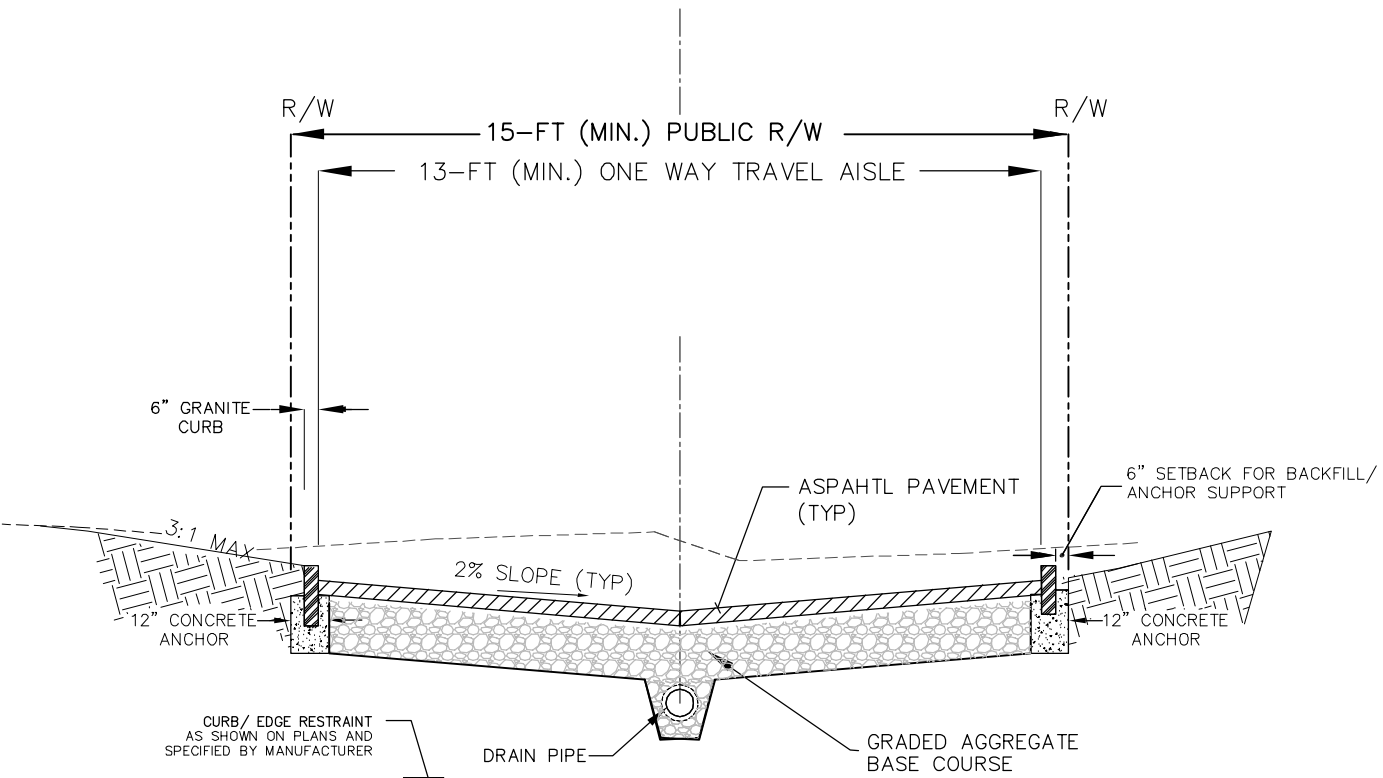
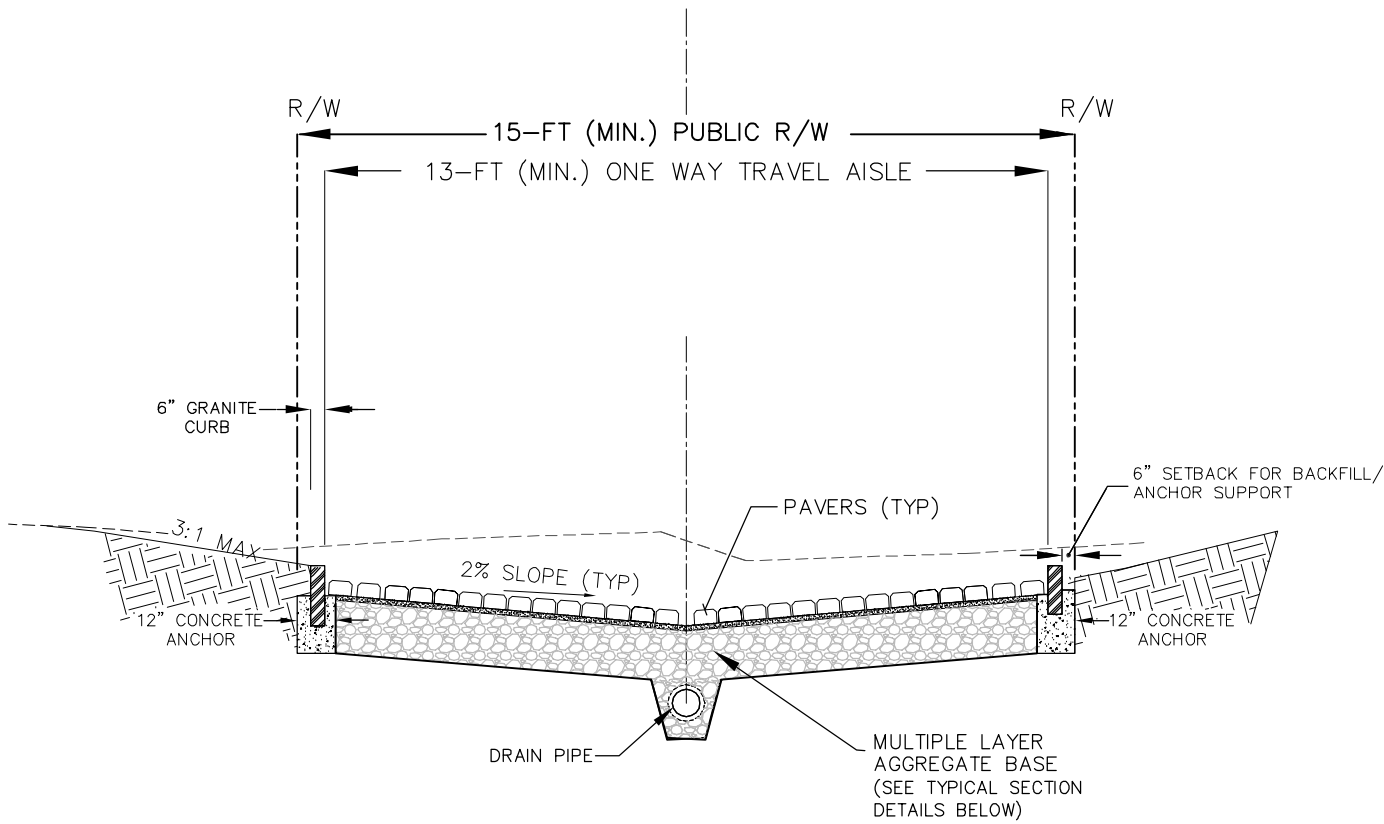
Sean

Sean C. Hughes, LEED AP, GGP
Director of Operational Planning
Finance, Operations, and Capital Programs
Charleston County School District
Phone: (843) 566-8190

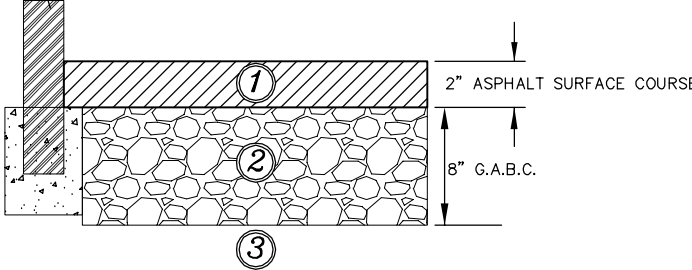
Michael L. Bobby
Acting Superintendent &
Chief of Finance, Operations &
Capital Programs

STONE PAVER PAVEMENT SECTION
SEE NOTES BELOW

ASPHALT PAVEMENT SECTION
SEE NOTES BELOW



TYPICAL PAVER X-SECTION DETAIL
N.T.S.



- PAVEMENT SPECIFICATION
1. TYPE I ASPHALTIC CONCRETE SURFACE COURSE
 2. GRADED AGGREGATE BASE COURSE, COMPACTED TO 98% MODIFIED PROCTOR MAXIMUM DRY DENSITY (ASTM D-1557).
 3. PREPARED SUBGRADE, COMPACTED TO AT LEAST 95% MODIFIED PROCTOR MAXIMUM DRY DENSITY (ASTM D-1557)

TYPICAL ASPHALT X-SECTION DETAIL
N.T.S.

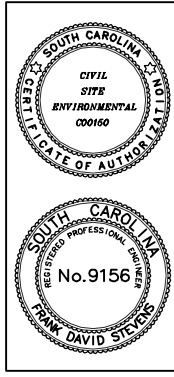
1. ROADWAY CROSS-SECTION VARIES BETWEEN ASPHALT OR PAVER TYPICAL SECTION
2. FINAL DETERMINATION OF EACH SECTIONS STATIONING TO BE DETERMINED IN FINAL ENGINEERING ANALYSIS & DESIGN.
3. GRANITE CURB HEIGHT: RAISED 3-INCHES AT ENTRANCE/EXIT STRAIGHT AWAYS; 1.5-INCHES ALONG DRIVEWAYS

TYPICAL ROAD CROSS-SECTION
N.T.S.

REVISIONS:

PROJECT:	FOUNDRY ALLEY
TITLE:	TYPICAL ROAD SECTION DETAILS
FOR:	

DRAWN BY:	HJF
FILE:	
SCALE:	N/A
DATE:	



668 MARINA DRIVE
SUITE B-1
CHARLESTON, S.C. 29492
PHONE: (843) 849-8945
FAX: (843) 849-8974
EMAIL: CSE@CIVILSITEENV.COM

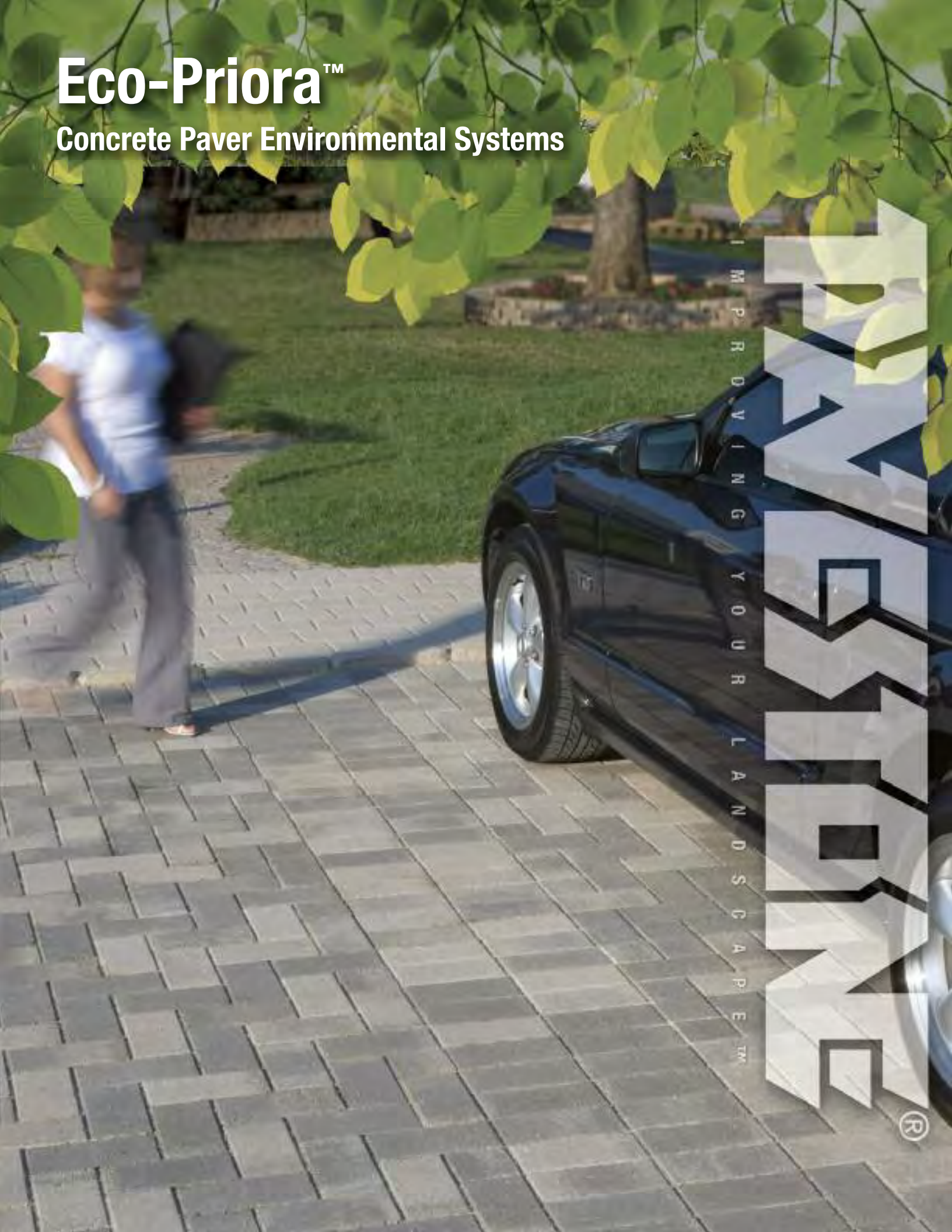
CSE JOB NUMBER
SHEET NUMBER
D101

Eco-Priora™

Concrete Paver Environmental Systems

IMPROVING YOUR LANDSCAPE™

PRIMA®



Eco-Priora™

Pavestone Eco-Priora™ is the sustainable solution for permeable pavements. Eco-Priora™ is produced in a 120mm x 240mm rectangular module that is 80mm in thickness with a patented interlocking joint and a micro-chamfered top edge profile. This ingenuity is singular to the Pavestone Eco-Priora™ product and insures optimum pavement performance unequalled in the permeable paver industry. The unique Eco-Priora™ joint profile allows surface water to infiltrate into the pavement and its sub-layers. With initial permeability average flow rates of over 100 inches per hour, the Eco-Priora™ product, even with a clogging factor, will still meet the majority of current storm water management plans (SWMP). The structural interlocking capability is achieved by the paving unit having interlocking joints with a minimum of two vertically aligned horizontal interlocking spacer bars on each of its sides. These spacer bars interlock throughout the depth of the block and nest adjacently with neighboring paving units. This interlocking function resists lateral and vertical displacement when the unit is exposed to load. The dynamics of pavement stress are better distributed providing a structurally superior permeable paving system.

The micro-chamfered top edge profile produces a horizontal edge to edge dimension that is nominally 7mm including installation gapping. This small joint complies dimensionally with current ADA requirements for walking surfaces with spaces no greater than 1/2 inch. This narrow jointed surface diminishes vibration for wheelchairs and shopping carts when compared to all other permeable paving products. Eco-Priora™ can assist in meeting current EPA storm water regulations and LEED certification. The Eco-Priora™ product best achieves the balance of aesthetic segmental paving and the function of permeable pavement.

APPLICATIONS

Parking Lots • Driveways • Patios • Entrance Areas • Sidewalks
Terraces Garden Pathways • Pool Decks • Pedestrian Malls • Roof Gardens • Streets

COMPOSITION AND MANUFACTURE

Eco-Priora™ is available in one size. Height = 80mm. Eco-Priora™ is made from a "no slump" concrete mix made under extreme pressure and high frequency vibrations. Eco-Priora™ has a compressive strength greater than 8000 psi, a water absorption maximum of 5% and will meet or exceed ASTM C-936. Note: Requires modifying the ASTM C 140 - Paver Annex A4 - "The test specimen shall be 60 ± 3 mm thick and, if necessary, cut to a specimen size having a Height/Thickness (width) [H/T] aspect ratio of 0.6 ± 0.1

INSTALLATION

- Excavate unsuitable, unstable or unconsolidated subgrade material. Compact the area, which has been cleared as per the engineer's of record (EOR) requirements. Backfill and level with open graded aggregates as per the EOR's structural and hydraulic design.
 - Place bedding course of hard and angular material conforming to the grading requirements of ASTM No. 8 or No. 9 to a uniform minimum depth of 1 1/2" -2". (38mm) screeded to the grade and profile required.
 - Install Eco-Priora™ with joints approximately 1/4". (7mm).
 - Where required, cut pave stones with an approved cutting device to fit accurately, neatly and without damaged edges.
 - Tamp pave stones with a plate compactor, uniformly level, true to grade and free of movement.
 - Spread a thin layer of hard angular material conforming to the grading requirements of ASTM No. 8 or No. 9 aggregate over entire paving area.
 - Make one more pass with plate compactor to nest the aggregate and fill joints to the top.
 - Sweep and remove surplus joint material.
- Complete installation & specification details are available by contacting your Pavestone Sales Representative.

Note: ✓ Permeable pavements require both civil and hydraulic engineering. All final pavements design shall be approved by a licensed engineer familiar with local site conditions, building codes and storm water management plans.



PAVESTONE®
Improving Your Landscape™
www.pavestone.com

© 2010 by Pavestone Company. All Rights Reserved. **PAVESTONE**®, Improving Your Landscape™ are trademarks of the Pavestone Company. Eco-Priora™ - is a trademark of F. von Langsdorff Protected by one or more of the following patents: U.S. Patent 5,902,069 U.S. Patent 6,857,244.

PRODUCT INFORMATION

Eco-Priora™ is available in one size. Height = 80mm



ECO-PRIORA™
(120mm x 240mm)

Eco-Priora™

Dimensions: 4 3/4" W x 9 7/16" L x 3 1/8" H

Wt./Stone: 11.5 lbs.

Stones/Pallet: 280

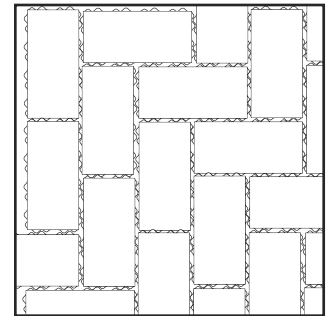
Approx. Wt./Pallet: 3,255 lbs.

Sq. Ft./Pallet: 88

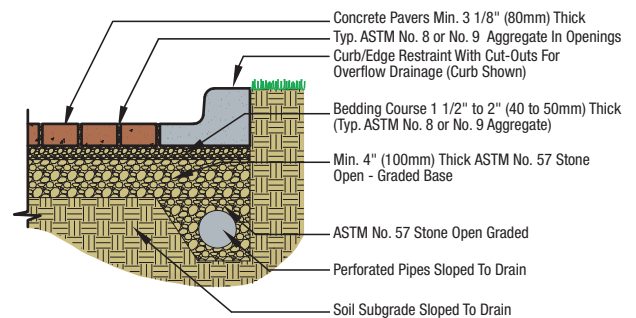
Product Number: 699



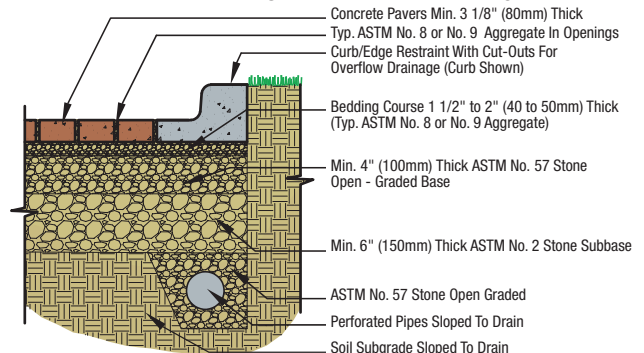
INSTALLATION PATTERN



PERMEABLE PAVERS TREATMENT



PERMEABLE PAVERS TREATMENT AND DETENTION



• Atlanta, GA:
• Austin/San Antonio, TX:
• Boston, MA:
• Cartersville, GA:
• Charlotte, NC:
• Cincinnati, OH:
• Colorado Springs, CO:
• Dallas/Ft. Worth, TX:
• Denver, CO:
• Hagerstown, MD:

(770) 306-9691
(512) 558-7283
(508) 947-6001
(770) 607-3345
(704) 588-4747
(513) 474-3783
(719) 322-0101
(817) 481-5802
(303) 287-3700
(240) 420-3780

• Houston, TX:
• Kansas City, MO:
• Las Vegas, NV:
• New Orleans, LA:
• Phoenix, AZ:
• St. Louis/
Cape Girardeau, MO:
• Sacramento/
Winters, CA:

(281) 391-7283
(816) 524-9900
(702) 221-2700
(985) 882-9111
(602) 257-4588

(573) 332-8312
(530) 795-4400

Member of ASLA and NCMA



ICPI Charter Member

World Wide



Pavers

SKU# CDC 266V4 5/10